AQUITANIA

2

W/S 550

J. BROWN & Co

No. 409.

PROFILE

"AQUITANIA"

GLS 34050

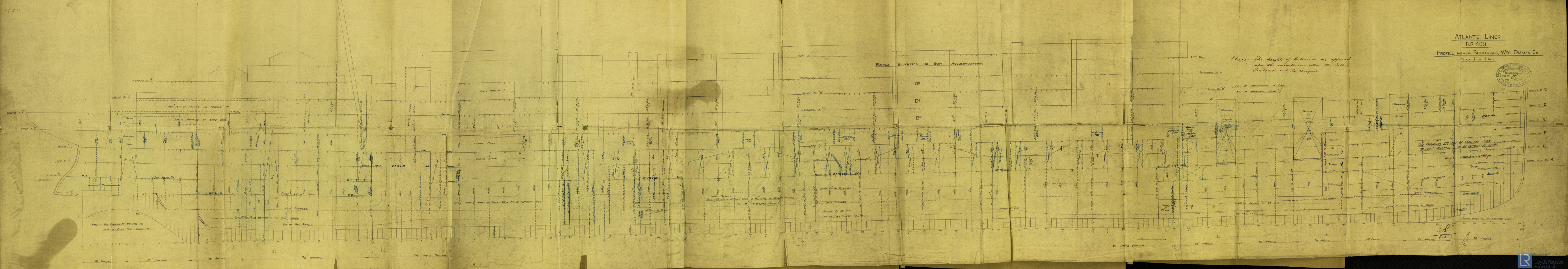
RETAIN

LR.PRF.TL18.P.5

ATLANTIC LINER.
Nº 409.
PROFILE SHEWING BULKHEADS, WEB FRAMES ETC.
SCALE 1/8" - 1 FOOT.

JOHN BROWN & COMPANY LIMITED
SHIPBUILDING DEPARTMENT
Nº 20170
EXD BY JP
DATE 10 MAY. 1911
CLYDEBANK

NOTE:- The heights of Bulkheads are approved upon the understanding that the Table C Freeboard will be assigned.



BOAT DK
BOAT DECK
PARTIAL BULKHEADS TO SUIT ACCOMMODATION.
PROMENADE DK "A"
BRIDGE DK "B"
SHELTER DK "C"
UPPER DK "D"
MAIN DK "E"
LOWER DK "F"
ORLOP DK "G"
LOWER ORLOP DK "H"
Dº
Dº
Dº
Dº
PLAN OF STRENGTHENING AT BREAK WILL BE SUBMITTED LATER.
TRUNKED Nº 3 HATCH
TRUNKED Nº 2 HATCH
TRUNKED Nº 1 HATCH
TRUNK TO FIREMENS PASSAGE
FOR FRAMING ETC. FORD OF 268. SEE PLAN OF FORD FRAMING TO BE SUBMITTED LATER.
TRIMMING
TANK
SIDE STRINGER.
BREASTHOOK
WEB
W.T.

10

J. Brown & Co

No 409

B. Deck

S/S "Aquitania."

GLASGOW REPORT No. 34050.

Box 408

RETAIN

RETAIN

m/m

Greenwich

RETAIN

LR-FAF-TB18-P-7

19.5.11

BRIDGE DECK "B"

ARRANGEMENT OF STIFFENING AT BREAK
WILL BE SUBMITTED LATER

~~LARGE~~ DECK OPENINGS TO HAVE ROUNDED CORNERS
WITH STRONG WELDED ANGLES.

ATLANTIC LINER Nº 409

BRIDGE DECK "B"

SCALE $\frac{1}{8}$" INCH = 1 FOOT

JOHN BROWN & COMPANY LIMITED
SHIPBUILDING DEPARTMENT
No. 2071
EXD BY JP
DATE 1 MAY. 1911
CLYDEBANK

DOUBLE THICKNESS
SINGLE THICKNESS
GIRDER UNDER
CARGO HATCH
VENT
BATH
W.C.
LIFT
FUNNEL HATCH
LADIES LAVATORY
ENGINE HATCH
LINE OF HOUSE
LINE OF BEAM
SKYLIGHT
STAIRWAY
BULB TEE BEAMS 8" × 5" × 20.4 LBS
CHANNEL BEAMS 10" × 4" × 4" × $\frac{10}{20}$" WEB & $\frac{23}{40}$" FLANGES
CHANNEL BEAMS 10" × 4" × 4" × $\frac{10}{20}$" WEB & $\frac{23}{40}$" FLANGES
CHANNEL BEAMS 10" × 4" × 4" × $\frac{10}{20}$" WEB & $\frac{23}{40}$" FLANGES
CHANNEL BEAMS 10" × 4" × 4" × $\frac{10}{20}$" WEB & $\frac{23}{40}$" FLANGE

B.
15.5.11

14

J. Brown & Co
No 409
E & F Decks

S. "Aquitania."

GLASGOW REPORT No: 34050.

LLOYDS REGISTER OF SHIPPING
RECEIVED
2 - MAY. 1914
LONDON.

RETAIN

RETAIN

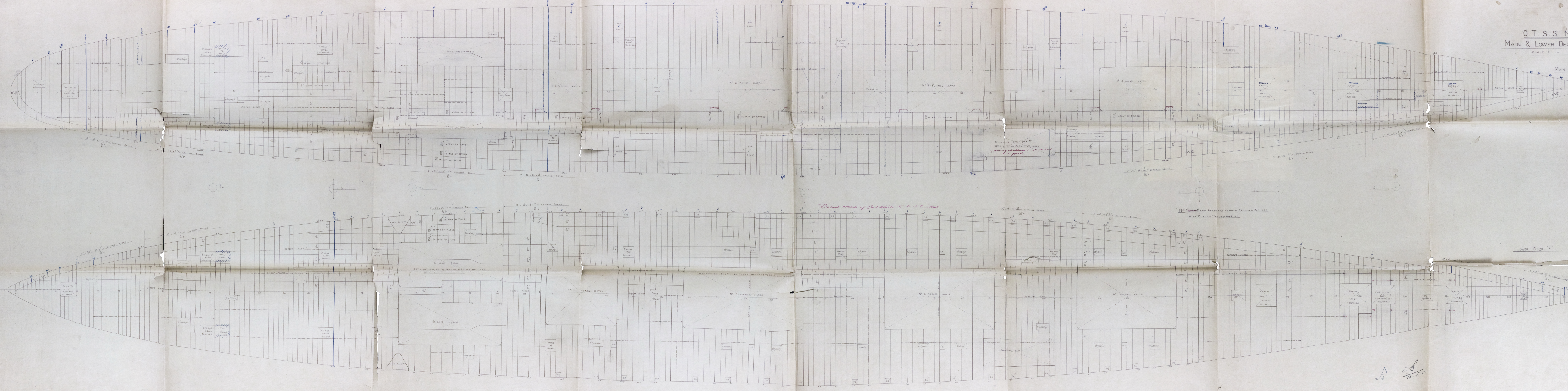
LR-FAF-T818-P-L0

19.5.11

Q. T. S. S. Nº 409.

MAIN & LOWER DECK IRON PLANS.

SCALE $\frac{1}{8}$" - 1 FOOT.


MAIN DECK "E"
SWIMMING BATH 39' x 15'
DETAIL TO BE SUBMITTED LATER
Showing doublings on deck and supports.
Detail sketch of Coal Shoots to be submitted
LOWER DECK "F"
CARGO HATCH TRUNKED
FIREMEN'S LADDERWAY TRUNKED
STAIRWAY
HATCH TO STORE
GIRDER UNDER
8" . 3½" . 3½" . ½" W CHANNEL BEAMS
WTB
WF
FP

NOTE ~~LARGE~~ DECK OPENINGS TO HAVE ROUNDED CORNERS WITH STRONG WELDED ANGLES.

JOHN BROWN & CO. SHIPBUILDING
Nº 20175
EXD BY
DATE 1 MAY. 1911
CLYDEBANK

B.

B.
18. 5. 11.

15

J. Brown & Co
No 409
G & H Decks
Sp "Aquitania."

GLASGOW REPORT No: 34050.

RETAIN

RETAIN

© 2018
Lloyd's Register
Foundation

LR-FAF-T818-P-11

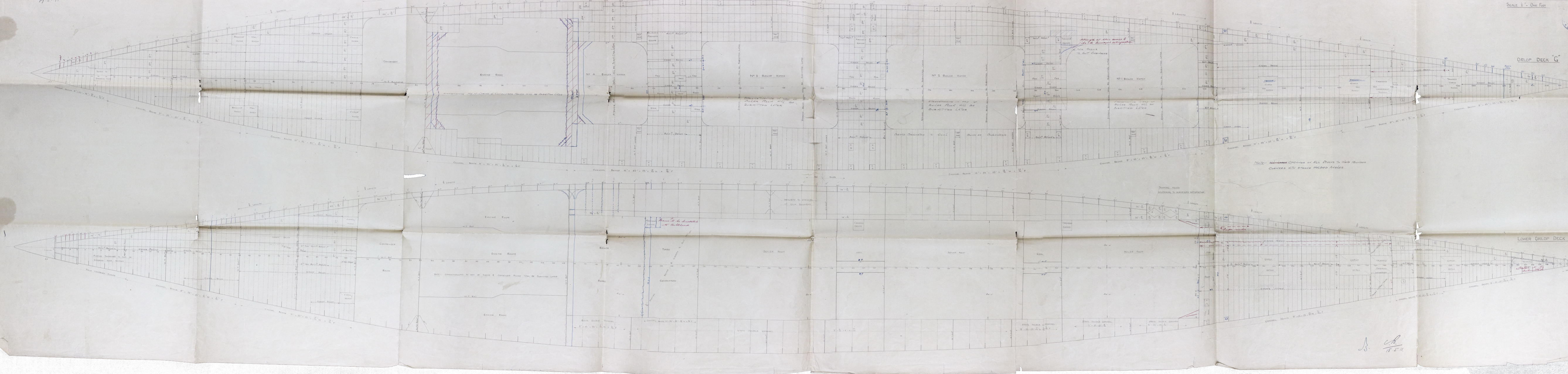
19.5.11

Nº 409

Orlop & Lower Orlop Deck Iron Plans

Scale 1/8" – One Foot

John Brown & Company Limited
Shipbuilding Department
No. 20174
Exd by JP
Date 17 MAY. 1911
Clydebank


Orlop Deck "G"
Lower Orlop Deck "H"
Firemen's Escape
Coal
Boiler Room
W.T.
Cargo
Hatch
Girder under
Trimmings
Sketch to be submitted
Solid floors
Channel Beams
Stays Double Channel
Girder under
1/3 Length
3/4 Length
W.F.

Note:- ~~All Large~~ Openings on All Decks to Have Rounded Corners with Strong Welded Angles

18.5.11

No. 4

ARMSTRONG, WHITWORTH & Co. LTD. (NAVAL YARD)

PROFILE AND "G" DECK.

S/S "AQUITANIA"

S.S. "AQUITANIA"

NEWCASTLE ON TYNE.

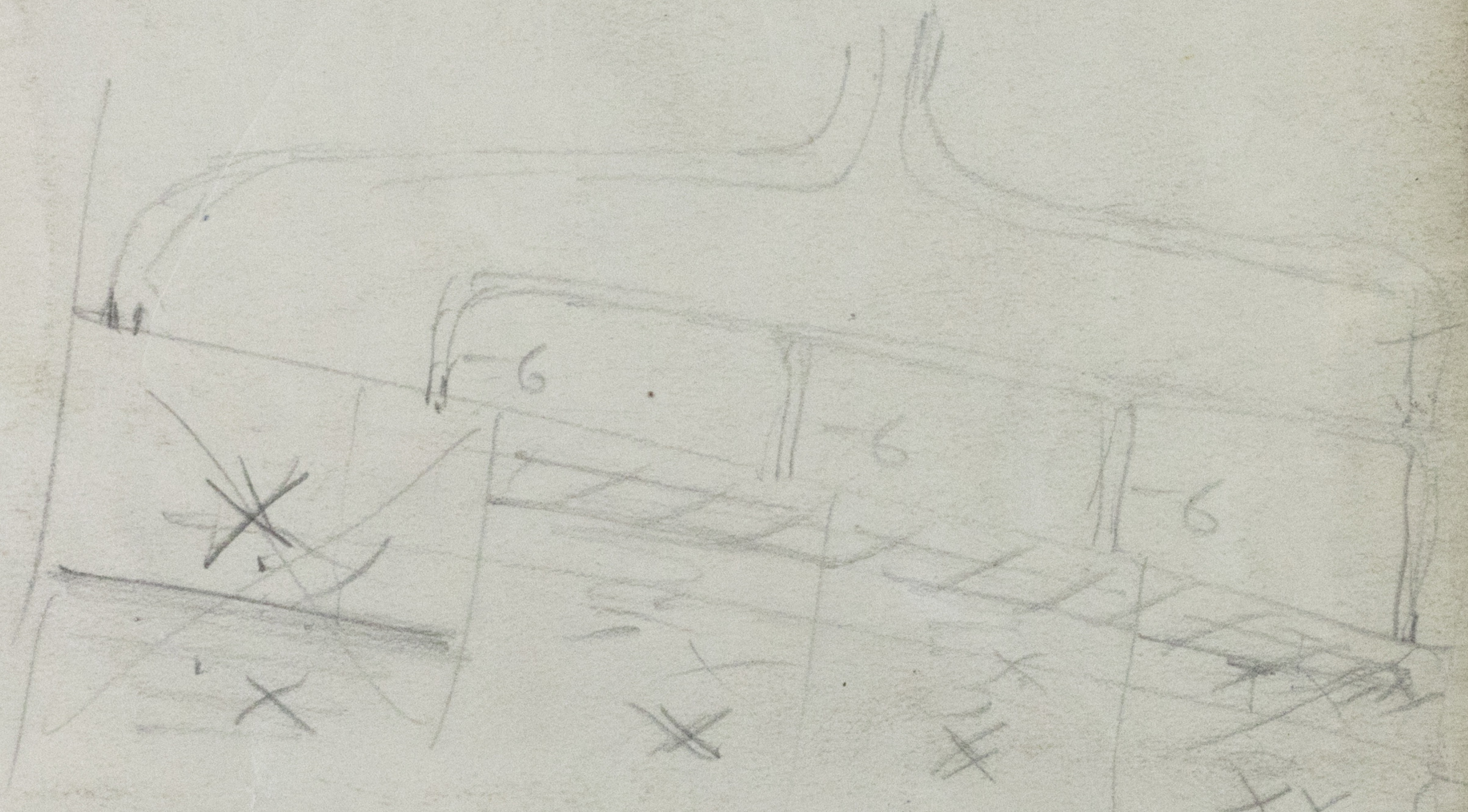
Report No. 43256.

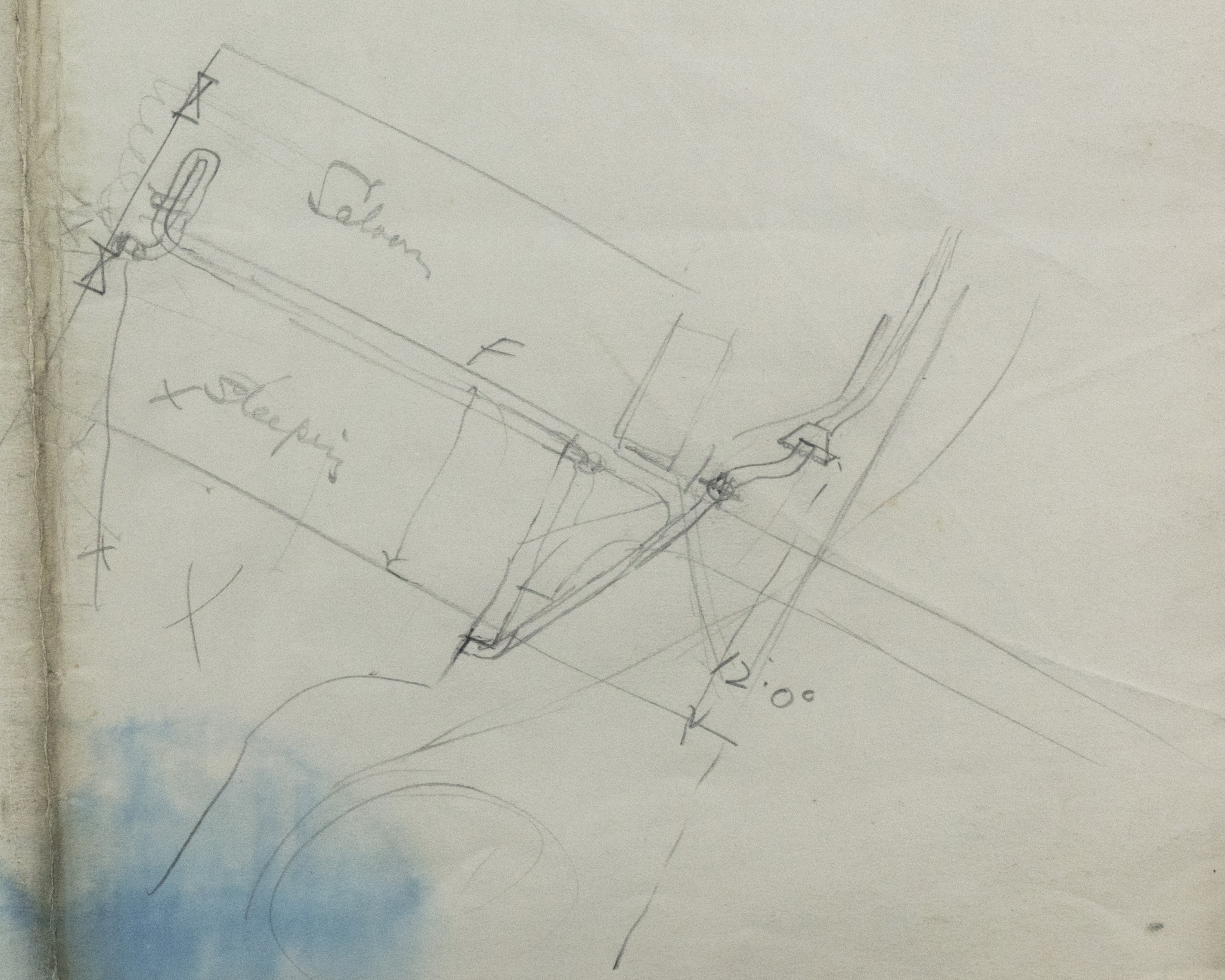
W/P 550

RETAIN

© 2018
Lloyd's Register
Foundation

LR-FAF-TB18-P-2




Saloon
F
Sleeping
12'0"

R.M.S. "AQUITANIA".

PROFILE & "G" DECK.

SCALE 1/8" 1 FOOT.

PROFILE
D
E
F
G
H
DYNAMO ROOMS.
Nº 4. BOILER ROOM.
AUXY ROOMS
SIDE BUNKER
Nº 3. BOILER ROOM.
PIPES
CROSS BUNKER
SIDE BUNKER
PASSAGE
PIPES
ROLLING TANK.
FRESH WATER
COFFERDAM
WELL
Nº 2 BOILER ROOM.
OIL
OIL
OIL
CROSS BUNKER.
SIDE BUNKER.
PIPES
PIPES
WELL
COFFERDAM
WATER BALLAST
Nº 1. BOILER ROOM.
FAN ROOM.
STAIRWAY
OIL BUNKER
PIPES.
110 WT
121 WT
133
146
157 WT F
168 WTF O.T.F.
181 W.T.F
192
194
201 W.T.F O.T.F
214 W.T.F
227
233
DECK PLAN "G" DECK
110
133
146
159
168
181
194
201
214
227
234
CS
BHD UNDER
ASH HOIST
FIREMEN'S ESCAPE
VENT
BOILER CASING OVER
BHD UNDER
109
110
VENT OVER
FAN ROOM
123
BHD UNDER
VENT
VENT OVER
VENT
FAN ROOM
133
FIREMEN'S ESCAPE Nº 3
FIREMEN'S ESCAPE Nº 2
PIPES BELOW
W.T. BHD BELOW NON W.T. ABOVE
FAN ROOM
FAN ROOM
PIPES BELOW.
CASING OVER
TO CROSS BUNKER
FIREMEN'S ESCAPE Nº 1
PIPES BELOW.
FAN ROOM
FAN ROOM
PIPES BELOW
194
202
206
224
227
234
CASING OVER
BHD UNDER
FIREMEN'S ENTRANCE
PIPES BELOW
ASH HOIST
BHD UNDER

RETAIN

J Brown & Co's

No 409

Main & Lower deck Sl

London Office Copy

RETAIN

appd 18.5.11.

Plan No 7.

LR-FAF-TB18-P-13

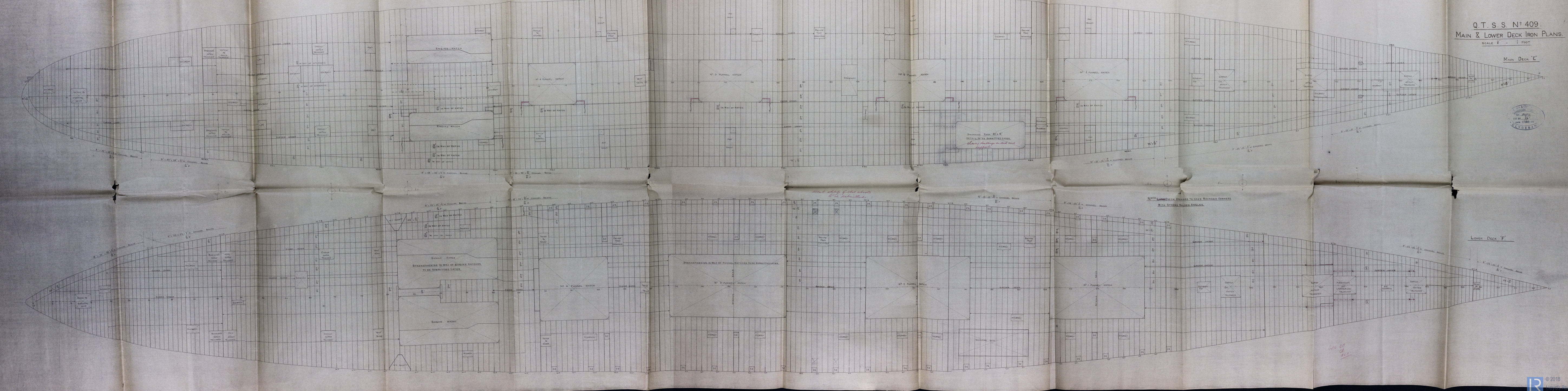
© 2018
Lloyd's Register Foundation

Q. T. S. S. Nº 409.

MAIN & LOWER DECK IRON PLANS.

SCALE 1/8" - 1 FOOT.

[illegible] & COMPANY
SHIPBUILDING DEPARTMENT
Nº 20211
EXD BY JP
DATE 1 MAY 1911
CLYDEBANK



MAIN DECK "E"
LOWER DECK "F"
NOTE ~~LARGE~~ DECK OPENINGS TO HAVE ROUNDED CORNERS WITH STRONG WELDED ANGLES.
SWIMMING BATH 39' x 15"
DETAIL TO BE SUBMITTED LATER
Shewing doublings on deck and supports.
Detail sketch of coal shoots to be submitted.
ENGINE HATCH
STRENGTHENING IN WAY OF ENGINE HATCHES TO BE SUBMITTED LATER
Nº 4 FUNNEL HATCH
Nº 3 FUNNEL HATCH
Nº 2 FUNNEL HATCH
Nº 1 FUNNEL HATCH
STRENGTHENING IN WAY OF FUNNEL HATCHES TO BE SUBMITTED LATER
STRONG BEAM
CARGO HATCH TRUNKED
STAIRWAY
HATCH TO STORE
ESCAPE FROM STOKEHOLD
VENT TRUNK
ASH SHOOT
A.H.
C.S.
W.T. COMPT
15"/20 IN WAY OF HATCH
10"/20 IN WAY OF HATCH
GIRDER UNDER
W.F.
W.T.B.
W.T.B.H.
P.B.H.
B.H.
F.P.
9". 3½". 3½". ½" W. CHANNEL BEAMS
8". 3½". 3½". ½" W. CHANNEL BEAMS

Orlop & Lower Orl

RETAIN

J Brown & Co's

No 409

London office Copy

18.5.11.

Plan No 8

RETAIN

© 2018
Lloyd's Register
Foundation

LR-FAF-T318-P-16

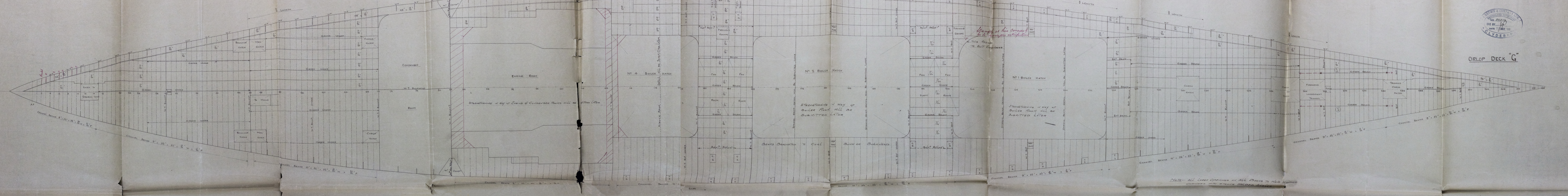
No 409

Orlop & Lower Orlop Deck Iron Plans

Scale 1/8" = One Foot

John Brown & Company Limited
Shipbuilding Department
No 20210
Exd by JP
Date 11 May 1911
Clydebank

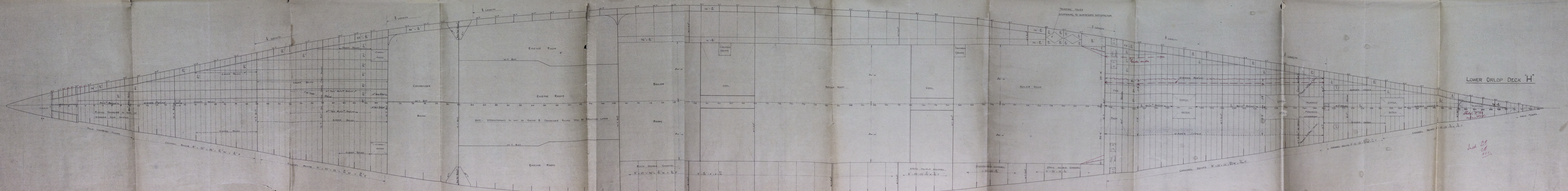
Orlop Deck "G"



Condenser
Engine Room
No 4 Boiler Hatch
No 2 Boiler Hatch
No 1 Boiler Hatch
Firemens Escape
This Radius to Suit Engineers
Fan
Room
Girder Below
Girder Under
W.T. Bulkhd
Bhd Below
Carco Hatch
Ash Hoist
C S
W.F.
7/20"
Strengthening in way of Engine & Condenser Room will be submitted later
Strengthening in way of Boiler Room will be submitted later
Detail will be submitted later
Channel Beams 10" × 3½" × 3½" × 13/40" W × 23/40" F.
Coal Bunker Bunker Coal
Strengthen at this corner to be to Surveyors satisfaction

Note: All cargo openings in all decks to have rounded corners & be strengthened

Lower Orlop Deck "H"



Condenser
Engine Room
Boiler Room
Boiler
Coal
Fan Room
Stokehold Casings
Trimming Tanks
Stiffening to surveyors satisfaction
Girder Below
Channel Beams 10" × 3½" × 3½" × 13/40" W × 23/40" F.
Note: Strengthening in way of Engine & Condenser Rooms will be submitted later

1.

RETAIN

J. BROWN & Co

No. 409.

MIDSHIP SECTION

"AQUITANIA"

GLS 34050

PLAN. No. 1.

© 2018
Lloyd's Register Foundation

LR-FAF-T840-Y-3

Lloyd's Glasgow Office

1·2·12.

Nº 409

MIDSHIP SECTION

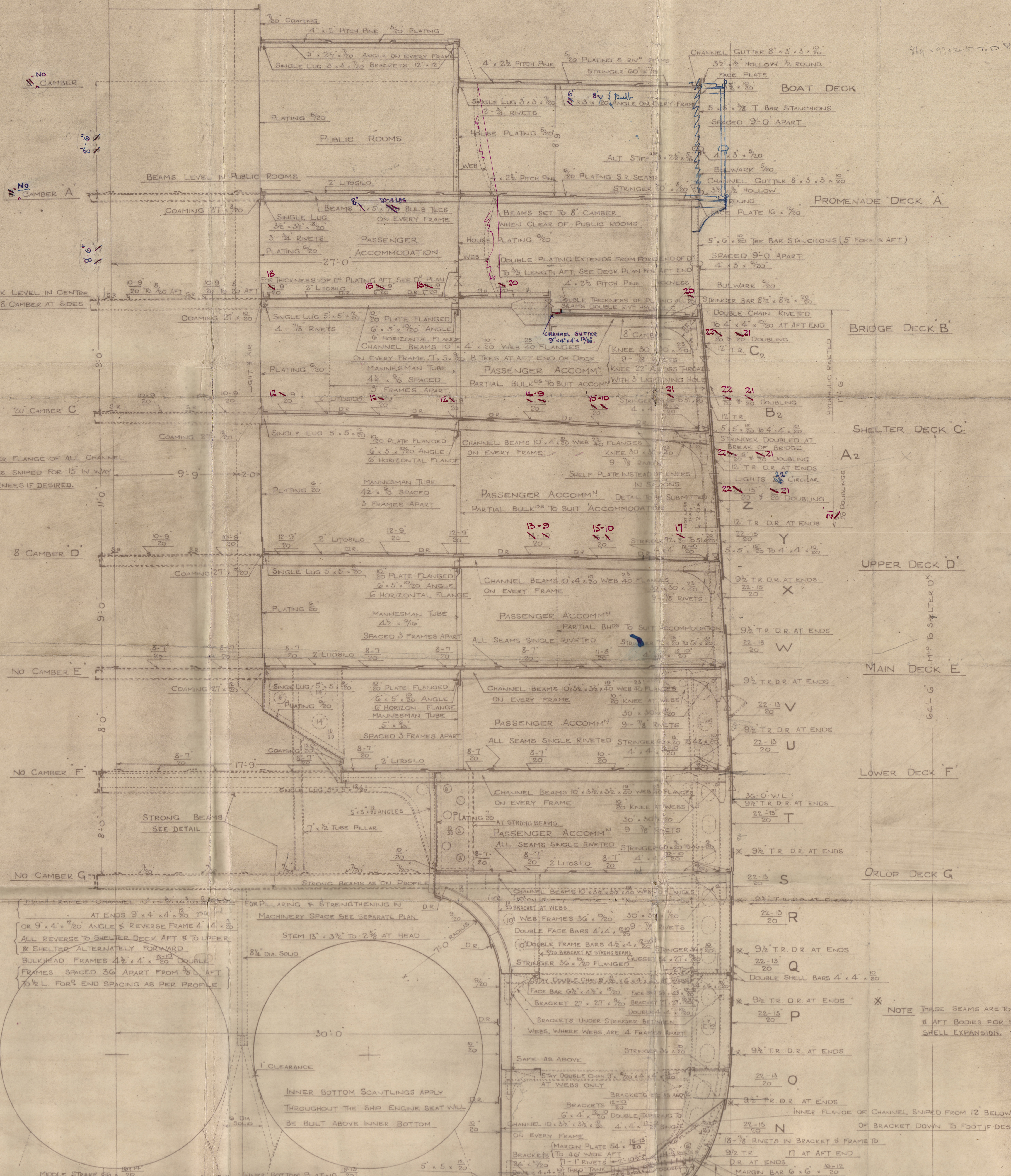
SCALE 1/4" = 1 FOOT

JOHN BROWN & COMPANY, LIMITED
SHIPBUILDING DEPARTMENT
Nº 26526
EXD BY
DATE JAN 1912
CLYDEBANK

SHEWING PROPOSED REDUCTION IN SCANTLINGS OF TOPSIDE DOUBLE PLATING, AND PLATING OF "B." "C." AND "D" DECKS.

NOTE:- THE SIZES OF RIVETS, BREADTHS OF LAPS, STRAPS AND LANDINGS WILL BE IN ACCORDANCE WITH THE RULES FOR THE REDUCED THICKNESS OF THE PLATING.

Sketches of superstructures shewing webs &c. to be submitted.


7/20" COAMING
4" x 2" PITCH PINE 5/20 PLATING
5" x 2½" x 7/20 ANGLE ON EVERY FRAME
SINGLE LUG 3" x 3" x 7/20 BRACKETS 12" x 12"
No CAMBER
PLATING 5/20
PUBLIC ROOMS
4" x 2½" PITCH PINE
5/20 PLATING & RIVD SEAMS
STRINGER 60" x 7/20
CHANNEL GUTTER 8" x 3" x 3" x 10/20
3½" x ½" HOLLOW ½ ROUND
FACE PLATE
BOAT DECK
SINGLE LUG 3" x 3" x 7/20
2 - ¾" RIVETS
8" x 3" x 7/20 Bulb ANGLE ON EVERY FRAME
5" x 5" x 3/8" T. BAR STANCHIONS
SPACED 9'-0" APART
HOUSE PLATING 5/20
8'-6"
WEB
ALT. STIFFRS 3" x 2½" x 5/16
4" x 3" x 5/20
BULWARK 5/20
BEAMS LEVEL IN PUBLIC ROOMS
2" LITOSILO
4" x 2½" PITCH PINE
6/20 PLATING S.R. SEAMS
STRINGER 60" x 8/20
CHANNEL GUTTER 8" x 3" x 3" x 10/20
3½" x ½" HOLLOW ½ ROUND
No CAMBER "A"
PROMENADE DECK "A"
COAMING 27" x 8/20
BEAMS 8" x 5" x 20·4 LBS BULB TEES ON EVERY FRAME
SINGLE LUG 3½" x 3½" x 8/20
3 - ¾" RIVETS
PLATING 6/20
PASSENGER ACCOMMODATION
BEAMS SET TO 8" CAMBER WHEN CLEAR OF PUBLIC ROOMS
HOUSE PLATING 6/20
FACE PLATE 16" x 12/20
5" x 6" x 10/20 TEE BAR STANCHIONS (5" FORE & AFT)
SPACED 9'-0" APART
4" x 3" x 6/20
27'-0"
DOUBLE PLATING EXTENDS FROM FORE END OF DK TO 3/5 LENGTH AFT. SEE DECK PLAN FOR AFT END
FOR THICKNESS OF DK PLATING AFT SEE DK PLAN
4" x 2½" PITCH PINE THICKNESS
BULWARK 6/20
"B" DECK LEVEL IN CENTRE WITH 8" CAMBER AT SIDES
10-9/20 TO 8/20 AFT
2" LITOSILO
DOUBLE THICKNESS OF PLATING ALL SEAMS DOUBLE RIVD HYDRAULIC
STRINGER BAR 8½" x 8½" x 20/20
DOUBLE CHAIN RIVETED TO 4" x 4" x 10/20 AT AFT END
BRIDGE DECK "B"
COAMING 27" x 10/20
SINGLE LUG 5" x 5" x 12/20
4 - 7/8" RIVETS
10/20 PLATE FLANGED
6" x 5" x 10/20 ANGLE
6" HORIZONTAL FLANGE
CHANNEL GUTTER 9" x 4" x 4" x 13/20
CHANNEL BEAMS 10" x 4" x 10/20 WEB 23/40 FLANGES ON EVERY FRAME. 7" x 5" x 9/20 B. TEES AT AFT END OF DECK
8" CAMBER
KNEE 30" x 30" x 23/40
9 - 7/8" RIVETS
KNEE 22" ACROSS THROAT WITH 3" LIGHTENING HOLE
22/20 & 21/20 DOUBLING
12" T.R. C2
LIGHT & AIR
9'-0"
PLATING 6/20
MANNESMAN TUBE 4¼" x 6/16 SPACED 3 FRAMES APART
PASSENGER ACCOMMN
PARTIAL BULKDS TO SUIT ACCOMMN
HYDRAULIC RIVETED
17'-6"
20" CAMBER "C"
12'-9"/20
2" LITOSILO
22/20 & 21/20 DOUBLING
12" T.R. B2
5" x 5" x 15/20 TO 4" x 4" x 10/20
SHELTER DECK "C"
SINGLE LUG 5" x 5" x 12/20
10/20 PLATE FLANGED
6" x 5" x 10/20 ANGLE
CHANNEL BEAMS 10" x 4" x 10/20 WEB 23/40 FLANGES ON EVERY FRAME
KNEE 30" x 30" x 23/40
9 - 7/8" RIVETS
STRINGER DOUBLED AT BREAK OF BRIDGE
SHELF PLATE INSTEAD OF KNEES
LIGHTS 16" CIRCULAR
A2
NOTE - LOWER FLANGE OF ALL CHANNEL BEAMS SNIPED FOR 15" IN WAY OF KNEES IF DESIRED.
9'-9"
11'-0"
MANNESMAN TUBE 4¼" x 6/16 SPACED 3 FRAMES APART
PASSENGER ACCOMMN
PARTIAL BULKDS TO SUIT ACCOMMODATION
DETAIL TO BE SUBMITTED
22/20 & 21/20 DOUBLING
12" T.R. AT ENDS Z
8" CAMBER "D"
10-9/20
12-9/20
2" LITOSILO
13-9
15-10
17
5" x 5" x 15/20 TO 4" x 4" x 10/20 Y
UPPER DECK "D"
COAMING 27" x 8/20
SINGLE LUG 5" x 5" x 12/20
10/20 PLATE FLANGED
6" x 5" x 10/20 ANGLE
6" HORIZONTAL FLANGE
CHANNEL BEAMS 10" x 4" x 10/20 WEB 23/40 FLANGES ON EVERY FRAME
9 - 7/8" RIVETS
PLATING 8/20
MANNESMAN TUBE 4½" x 6/16 SPACED 3 FRAMES APART
PASSENGER ACCOMMN
PARTIAL BULKDS TO SUIT ACCOMMODATION
ALL SEAMS SINGLE RIVETED
9½" T.R. AT ENDS X
9½" T.R. D.R. AT ENDS W
64'-6" TO SHELTER DK
8'-7"/20
2" LITOSILO
11-8/20
NO CAMBER "E"
MAIN DECK "E"
COAMING
SINGLE LUG 5" x 5" x 12/20
10/20 PLATE FLANGED
6" x 5" x 10/20 ANGLE
6" HORIZON. FLANGE
MANNESMAN TUBE 5" x 6/16 SPACED 3 FRAMES APART
CHANNEL BEAMS 10" x 3½" x 3½" x 10/20 WEB 19/20 FLANGES ON EVERY FRAME
30" x 30" x 10/20 KNEE AT WEBS
9 - 7/8" RIVETS
PASSENGER ACCOMMN
ALL SEAMS SINGLE RIVETED
9½" T.R. D.R. AT ENDS V
9½" T.R. D.R. AT ENDS U
8'-0"
17'-9"
2" LITOSILO
NO CAMBER "F"
LOWER DECK "F"
CHANNEL BEAMS 10" x 3½" x 3½" x 10/20 WEB 19/20 FLANGES ON EVERY FRAME
30" x 30" KNEE AT WEBS
STRONG BEAMS SEE DETAIL
2 - 3" x 3" ANGLES
7" x ½" TUBE PILLAR
PLATING AT STRONG BEAMS
PASSENGER ACCOMMN
ALL SEAMS SINGLE RIVETED
36'-0" W.L.
T
9½" T.R. AT ENDS S
NO CAMBER "G"
ORLOP DECK "G"
STRONG BEAMS AS ON PROFILE
HOLD FRAMES CHANNEL 10" x 4" x 4" x 10/20 AT ENDS 9" x 4" x 4" x 9/20 OR 9" x 4" x 9/20 ANGLE & REVERSE FRAME 4" x 4" ALL REVERSE TO SHELTER DECK AFT & TO UPPER & SHELTER ALTERNATELY FORWARD
BULKHEAD FRAMES 4½" x 4" x 9/20 DOUBLE FRAMES SPACED 36" APART FROM ½L AFT TO ½L FORD END SPACING AS PER PROFILE
FOR PILLARING & STRENGTHENING IN MACHINERY SPACE SEE SEPARATE PLAN
STEM 13" x 3½" TO 2½" AT HEAD
8½" DIA. SOLID
WEB FRAMES 36" x 9/20
DOUBLE FACE BARS 4½" x 4"
DOUBLE FRAME BARS 4½" x 4"
STRINGER 36" x 9/20 FLANGED
FACE BAR 9½" x 4½" x 9/20
BRACKET 27" x 27" x 9/20
BRACKETS UNDER STRINGERS BETWEEN WEBS, WHERE WEBS ARE 4 FRAMES APART
SAME AS ABOVE
EVERY DOUBLE FRAME AT WEBS ONLY
R Q P O N M L K J H G F E D C B A
9½" T.R. D.R. AT ENDS
DOUBLE SHELL BARS 4" x 4" x 10/20
30'-0"
1' CLEARANCE
INNER BOTTOM SCANTLINGS APPLY THROUGHOUT THE SHIP. ENGINE SEAT WILL BE BUILT ABOVE INNER BOTTOM
INNER FLANGE OF CHANNEL SNIPED FROM 12" BELOW TOP OF BRACKET DOWN TO FOOT IF DESIRED.
CHANNEL 10" x 3½" x 3½" ON EVERY FRAME
MARGIN PLATE 64" x 15/20
BRACKETS TO BE 36" WIDE AT
18 - 7/8" RIVETS IN BRACKET & FRAME TO
17 AT AFT END
MARGIN BAR 6" x 6" x 14/20
MIDDLE STRAKE
REV. FRAMES
INNER BOTTOM PLATING
ALL SEAMS DOUBLE RIVETED
CENTRE GIRDER
9'-0"
OUTER KEEL PLATE 30" x 58/20
MIDDLE KEEL PLATE
INNER KEEL PLATE
BOTTOM FLAT FOR 20'-0" EACH SIDE IN MIDSHIP BODY
HYDRAULIC RIVETED
WING TANK

NOTE THESE SEAMS ARE TO BE QUAD. RIVD IN FORE & AFT BODIES FOR EXTENT SHEWN ON SHELL EXPANSION.

BUTT - RIVETING

KEEL PLATE BUTTS TREBLE RIVETED THROUGHOUT NO STRAPS IN WAY OF 3 THICKNESSES SINGLE STRAPS INSIDE AT ENDS

SHELL PLATING STRAKES A TO N INCLUSIVE TO HAVE DOUBLE STRAPS FOR ½L. OUTER STRAP DOUBLE RIVD INNER TR. RIVD AT ENDS TO HAVE QUADRUPLE TO TREBLE OVERLAPS

STRAKES O TO Y INCLUSIVE QUADRUPLE LAPS FOR ¾ LENGTH TO TREBLE AT ENDS.

STRAKES Z, A_2, B_2 & C_2 BOTH THICKNESSES IN WAY OF DOUBLE PLATING TO HAVE SINGLE STRAPS QUAD. RIVETED AT EACH BUTT. THE STRAPS TO EXTEND VERTICALLY TOP & BOTTOM ONE RIVET SPACE BEYOND THE EDGES OF THE PLATES WHICH ARE STRAPPED. (STRAPS TO BE 22/20 THICK of inner thickness) and 21/20 on outer thickness

BEYOND THE DOUBLED PLATING BUTTS TO BE QUADRUPLE LAPS

B DECK IN WAY OF DOUBLE PLATING ~~BUTTS TO HAVE DOUBLE STRAPS TREBLE RIVD FOR BOTH THICKNESSES~~ Top thickness to have double straps treble Rivt. Upper Straps 68 lower 64 Bottom thickness to have single straps treble Riveted ~~{UPPER STRAP 15/20 LOWER STRAP 13/20}~~

STRAKES 20-9/20 TO HAVE QUADRUPLE LAPS TO DOUBLE ~~AT AFT ENDS~~ at aft end

Strakes 18-19/20 " " " " " " " "

STRAKES 10-9/20 DOUBLE LAPS

C DECK STRINGER TO HAVE DOUBLE STRAPS AMIDSHIPS, QUAD RIVD ABOVE TREBLE RIVD BELOW, AT ENDS BUTTS TO BE QUADRUPLE TO TREBLE LAPS

TWO STRAKES NEXT TO STRINGER QUADRUPLE LAPS AMIDSHIPS TO TREBLE & DOUBLE LAPS AT ENDS

REMAINING STRAKES TREBLE LAPS AMIDSHIPS TO DOUBLE AT ENDS.

"D" DECK STRINGER QUADRUPLE LAPS AMIDSHIPS TO TREBLE AT ENDS

TWO STRAKES NEXT TO STRINGER QUADRUPLE LAPS AMIDSHIPS TO TREBLE & DOUBLE LAPS AT ENDS

REMAINING STRAKES TREBLE LAPS AMIDSHIPS TO DOUBLE AT ENDS

E F & G DECKS. STRINGER TREBLE LAPS THROUGHOUT

STRAKE NEXT STRINGER TREBLE LAPS AMIDSHIPS TO DOUBLE AT ENDS

REMAINING STRAKES DOUBLE LAPS FOR ½L. TO SINGLE AT ENDS

INNER BOTTOM CENTRE STRAKE QUADRUPLE LAPS THROUGHOUT

REMAINDER (INCLUDING MARGIN) QUADRUPLE LAPS AMIDSHIPS TO TREBLE AT ENDS

CENTRE GIRDER DOUBLE STRAPS TREBLE RIVD AMIDSHIPS TO QUADRUPLE LAPS AT ENDS.

NO STRAPS TO TOP & BOTTOM BARS

RIVETS THRO' FRAMES & SHELL TO BE NOT MORE THAN 6 DIAS. APART NOR LESS THAN 5½ DIAS. THROUGHOUT

SPACING OF RIVETS IN COAL BUNKER BULKHEADS WHICH ARE MADE TO TAKE OIL TO BE 3½ DIARS. APART CENTRE TO CENTRE AND AS PER SECTION 69, PAR. 10, OF RULES

SEAMS OF SIDE PLATING TO BE TREBLE RIVETED FOR ¾ LENGTH AMIDSHIPS, EXCEPT WHERE QUADRUPLE RIVD SEAMS ARE REQUIRED. DOUBLE AT ENDS

64-6
9
73-6
1-8

36
18

S.J. 31/1/12

RETAIN

W/S 3450

J. BROWN & Co

No. 409.

MIDSHIP SECTION

"AQUITANIA"

CLS 34050.

PLAN No. 2

© 2018
Lloyd's Register
Foundation

LR-FAF-T818-P.4

Nº 409

MIDSHIP SECTION

SCALE 1/4" = 1 FOOT

John Brown & Company, Limited · Clydebank
Nº 26526
EXD BY
DATE 17 JAN 1912

SHEWING PROPOSED REDUCTION IN SCANTLINGS OF TOPSIDE PLATING, AND PLATING OF "B", "C" AND "D" DECKS.

NOTE:– THE SIZES OF RIVETS, BREADTHS OF LAPS, STRAPS AND LANDINGS WILL BE IN ACCORDANCE WITH THE RULES FOR THE REDUCED THICKNESS OF THE PLATING.

BUTT – RIVETING

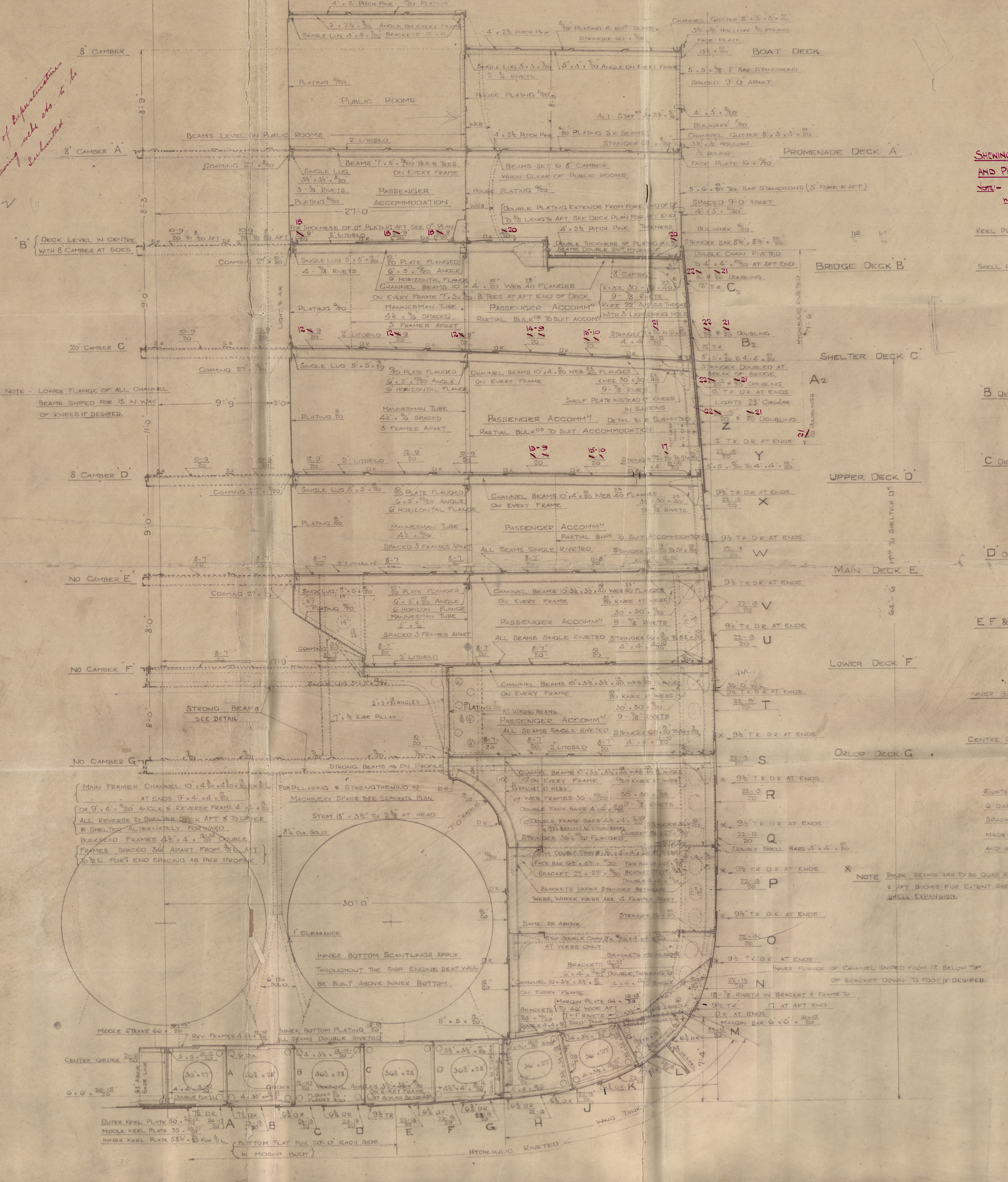
KEEL PLATE	BUTTS TREBLE RIVETED THROUGHOUT NO STRAPS IN WAY OF 3 THICKNESSES SINGLE STRAPS INSIDE AT ENDS
SHELL PLATING	STRAKES A TO N INCLUSIVE TO HAVE DOUBLE STRAPS FOR 1/2 L. OUTER STRAP DOUBLE RIVD INNER TR. RIVD AT ENDS TO HAVE QUADRUPLE TO TREBLE OVERLAPS STRAKES O TO Y INCLUSIVE QUADRUPLE LAPS FOR 3/4 LENGTH TREBLE AT ENDS STRAKES Z, A₂, B₂ & C₂ BOTH THICKNESSES IN WAY OF DOUBLE PLATING TO HAVE SINGLE STRAPS QUAD RIVETED AT EACH BUTT. THE STRAPS TO EXTEND VERTICALLY TOP & BOTTOM ONE RIVET SPACE, (STRAPS TO BE 24"/20 THICK) BEYOND THE EDGES OF THE PLATES WHICH ARE STRAPPED BEYOND THE DOUBLED PLATING BUTTS TO BE QUADRUPLE LAPS
B DECK	IN WAY OF DOUBLE PLATING, BUTTS TO HAVE DOUBLE STRAPS TREBLE RIVD FOR BOTH THICKNESSES { UPPER STRAP 15/20, LOWER STRAP 13/20 } STRAKES 20-9/20 TO HAVE QUADRUPLE LAPS TO DOUBLE AT AFT END STRAKES 10-9/20 DOUBLE LAPS
C DECK	STRINGER TO HAVE DOUBLE STRAPS AMIDSHIPS, QUAD RIVD ABOVE TREBLE RIVD BELOW, AT ENDS BUTTS TO BE QUADRUPLE TO TREBLE LAPS. TWO STRAKES NEXT TO STRINGER QUADRUPLE LAPS AMIDSHIPS, TO TREBLE & DOUBLE LAPS AT ENDS REMAINING STRAKES TREBLE LAPS AMIDSHIPS TO DOUBLE AT ENDS.
"D" DECK	STRINGER QUADRUPLE LAPS AMIDSHIPS TO TREBLE AT ENDS TWO STRAKES NEXT TO STRINGER QUADRUPLE LAPS AMIDSHIPS TO TREBLE & DOUBLE LAPS AT ENDS REMAINING STRAKES TREBLE LAPS AMIDSHIPS TO DOUBLE AT ENDS
E F & G DECKS	STRINGER TREBLE LAPS THROUGHOUT STRAKE NEXT STRINGER TREBLE LAPS AMIDSHIPS TO DOUBLE AT ENDS REMAINING STRAKES DOUBLE LAPS FOR 1/2 L. TO SINGLE AT ENDS
INNER BOTTOM	CENTRE STRAKE QUADRUPLE LAPS THROUGHOUT REMAINDER (INCLUDING MARGIN) QUADRUPLE LAPS AMIDSHIPS TO TREBLE AT ENDS
CENTRE GIRDER	DOUBLE STRAPS TREBLE RIVD AMIDSHIPS TO QUADRUPLE LAPS AT ENDS NO STRAPS TO TOP & BOTTOM BARS

RIVETS THRO FRAMES & SHELL TO BE NOT MORE THAN 6 DIAS APART NOR LESS THAN 5 1/2 DIAS. THROUGHOUT

SPACING OF RIVETS IN COAL BUNKER BULKHEADS WHICH ARE MADE TO TAKE OIL TO BE 3 1/2 DIARS APART CENTRE TO CENTRE AND AS PER SECTION 69 PAR. 10, OF RULES

SEAMS OF SIDE PLATING TO BE TREBLE RIVETED FOR 3/4 LENGTH AMIDSHIPS EXCEPT WHERE QUADRUPLE RIVD SEAMS ARE REQUIRED. DOUBLE AT ENDS

Sketches of Superstructures showing webs etc. to be submitted


8" CAMBER
BOAT DECK
PUBLIC ROOMS
BEAMS LEVEL IN PUBLIC ROOMS
8" CAMBER "A"
COAMING 27" × 8/20
PROMENADE DECK A
PASSENGER ACCOMMODATION
"B" { DECK LEVEL IN CENTRE WITH 8" CAMBER AT SIDES
COAMING 27" × 10/20
BRIDGE DECK B
LIGHT & AIR
PASSENGER ACCOMMN
PARTIAL BULKDS TO SUIT ACCOMMN
20" CAMBER C
COAMING 27" × 12/20
SHELTER DECK C
NOTE – LOWER FLANGE OF ALL CHANNEL BEAMS SNIPED FOR 15" IN WAY OF KNEES IF DESIRED.
9'-9"
2'-0"
8" CAMBER "D"
COAMING 27" × 12/20
UPPER DECK D
ALL SEAMS SINGLE RIVETED
NO CAMBER E
MAIN DECK E
NO CAMBER F
LOWER DECK F
STRONG BEAMS SEE DETAIL
7" × 1/2 TUBE PILLAR
5" × 3" × 10/20 ANGLES
NO CAMBER G
STRONG BEAMS AS ON PROFILE
ORLOP DECK G
MAIN FRAMES CHANNEL 10" × 4 3/20 × 4 3/20 × 12/20 FOR 3/4 L
" " AT ENDS 9" × 4" × 4" × 12/20
OR 9" × 4" × 12/20 ANGLE & REVERSE FRAME 4" × 1" × 12/20
ALL REVERSE TO SHELTER DECK AFT & TO UPPER & SHELTER ALTERNATELY FORWARD
BULKHEAD FRAMES 4 1/2" × 4" × 13-10/20 DOUBLE
FRAMES SPACED 36" APART FROM 3/5 L. AFT TO 1/2 L. FORD END SPACING AS PER PROFILE
FOR PILLARING & STRENGTHENING IN MACHINERY SPACE SEE SEPARATE PLAN
STEM 13" × 3 1/2" TO 2 5/8 AT HEAD
8 1/4" DIA. SOLID
7'-0" RADIUS
30'-0"
1" CLEARANCE
INNER BOTTOM SCANTLINGS APPLY THROUGHOUT THE SHIP ENGINE SEAT WALL BE BUILT ABOVE INNER BOTTOM
6" DIA. SOLID
MIDDLE STRAKE 66 × 16-14/20
REV. FRAMES 4 × 4 × 12-10/20
INNER BOTTOM PLATING 15-13/20
ALL SEAMS DOUBLE RIVETED
CENTRE GIRDER 21-15/20
6 1/2" ABOVE BASE LINE
6" × 6" × 20-15/20
30" × 27"
36 1/2" × 28"
VERTICAL ANGLES 3 1/2" × 3 1/2" × 10/20 ON EVERY FRAME
AT BOILER BEARERS
OUTER KEEL PLATE 50" × 23-17/20
MIDDLE KEEL PLATE 35" × 24-17/20
INNER KEEL PLATE 58 1/2" × 23/20 FOR 3/5 L.
BOTTOM FLAT FOR 20'-0" EACH SIDE IN MIDSHIP BODY
HYDRAULIC RIVETED
WING TANK
A B C D E F G H J K L M N O P Q R S T U V W X Y Z A2 B2 C2
9 1/2" T.R. D.R. AT ENDS
22-13/20
DOUBLE SHELL BARS 4" × 4" × 10/20
NOTE THESE SEAMS ARE TO BE QUAD. RIVD IN FORE & AFT BODIES FOR EXTENT SHEWN ON SHELL EXPANSION.
INNER FLANGE OF CHANNEL SNIPED FROM 12" BELOW TOP OF BRACKET DOWN TO FOOT IF DESIRED.
18 – 7/8 RIVETS IN BRACKET & FRAME TO 17 AT AFT END

Init. S.T.
31.1.12.

Lo 409. 62

P+C

General E.R. Arrangement

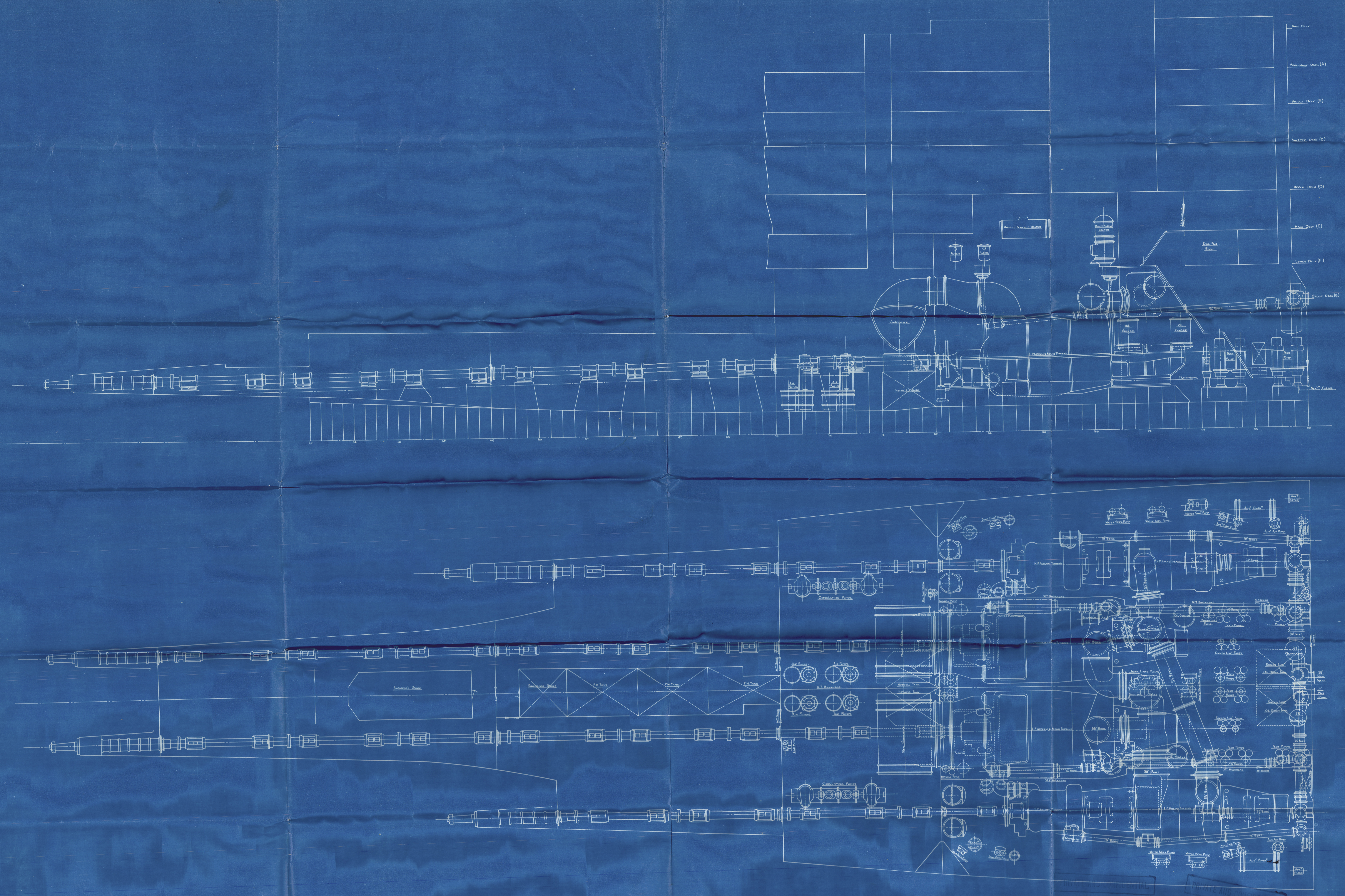
Sp "Aquitania"

GLASGOW REPORT No. 34050.

RETAIN

© 2018
Lloyd's Register
Foundation

LR-FAF-TB18-P-6


Boat Deck.
Promenade Deck (A)
Bridge Deck (B.)
Shelter Deck (C)
Upper Deck (D)
Main Deck (E)
Lower Deck (F.)
Orlop Deck (G)
Uniflux Surface Heater
Direct Contact Heater
E.R. Entrance
Exh. Fan Room
Filter
Filter.
Condenser.
Oil Cooler
Oil Cooler
L.P. Astern & Ahead Turbine
Air Pumps
Air Pumps
Hotwell Tank.
F.L. Pump
Feed Pump.
Feed Pump
Platform.
Stk$^{Ld.}$ Floor.
70
74
78
82
86
90
94
98
102
106
110
Evap. Feed Pump
Evap. Cond^r Pump
Filter
Evap^r Cond^r
Water Serv. Pump
Water Serv. Pump
Motor San^y Pump
Aux^y Cond^r
Aux^y Filter
Aux^y Circ Pump
Aux^y Air Pump
Fresh & Salt Water Pumps
Strainer
18" Bore
18" Bore
H.P. Astern Turbine
H.P. Ahead Turbine
Strainer
32" Bore
53" Bore
Evaporator
Evaporator
Circulating Pumps
Hot Salt Water Pump
Hotwell Pump
W.T. Bulkhead
16" Bore
Strainer
Oil Cooler
Change Valve
Oil Cooler
Forced Lub^n Pump
Feed Pumps
W.T. Door
Feed Pumps
32" Bore
Aux. Feed Tank
Bilge Pumps
64" Bore
Main Condenser
Forced Lub^n Pumps
32" Separator
Air Pumps
Air Pumps
W.T. Door
W.T. Bulkhead
Hotwell Tank
Hotwell Tank
W.T. Doors
Hotwell Pumps
Stone Lloyd Pumps
Shut off Valve
San^y & Wash Deck Pumps
Feed Pumps
Feed Pumps
Forced Lub^n Oil Drain Tank
Forced Lub^n Oil Drain Tank
25" Main Steam
21" Main Steam
25" Separator
Forced Lub^n Pumps
66" Bore
Engineers Store
Engineers Store
F.W. Tank
F.W. Tank
F.W. Tank
Bilge Pump
L.P. Astern & Ahead Turbine
Forced Lub^n Pump
Feed Pumps
Feed Pumps
W.T. Bulkhead
W.T. Door
30" Bore
25" Bore
L.P. Ahead Turbine
H.P. Astern Turbine
25" Bore
Strainer
18" Bore
18" Bore
Aux. Air Pump
Aux. Circ. Pump
Aux^y Cond^r
Aux^y Filter
Water Serv. Pump
Water Serv. Pump
Evap. Feed Pump
Evap. Cond^r Pump
Filter
Bilge Pump

PRIVATE AND CONFIDENTIAL.

PRIVATE AND CONFIDENTIAL.

Q. S. T. S. "AQUITANIA". Nº 409.

GENERAL ARRGT OF MACHINERY

amended plan.

J. Brown & Co Ld.

No 409. Boilers

W.P. 195 lbs.

LLOYD'S REGISTER OF SHIPPING
RECEIVED
17 JAN. 1911
LONDON

~~547~~

5.

RETAIN

Boiler A1
No 11529
Lloyds Test
390 lbs
H.C. 16.4.12

Boilers B1-C1
No 11544
Lloyds Test
390 lbs.
H.C. 8.5.12

D1. E1. F1
No 11664
Lloyds Test
390 lbs
JH. H. 9.7.12

A2. B2.
No 11430
Lloyds Test
390 lbs.
H.C 21.8.12

C2. D2. E2
No 11474
Lloyds Test
390 lbs.
H.C. 19.9.12

A3. B3. F2
No 11861
Lloyds Test
390 lbs.
H.C. 8.11.12

C3 D3. E3.
No 11922
Lloyds Test
390 lbs.
H.C. 24.12.12

A4. F3.
No 11956
Lloyds Test
390 lbs.
H.C. 28.1.13

C4. B4.
No 12032
Lloyds Test
390 lbs.
H.C. 14.3.13.

sp "Aquitania"

GLASGOW REPORT No. 34050.

© 2018
Lloyd's Register Foundation

LR-FAF-TB18-P-1

17/1/11

7'-10½"
Iron
Screwed 10 Threads per Inch.
Shell (Machine)
Shell (Hand) ¼ Machine
Shell in way of Furnaces (Hand)
Furnaces & Fireboxes Hand & Machine
Cross Seams Machine
Furnace Mouths and Fire Box Side Angle Stays Hand
Rivets 1⅝" Diam (Finished)
Opening 16" x 12"
Note. - See Arrangement for Position Of Manhole And Lifting Lugs.
1⅝" Rivets (Machine)
3⅛" Hole.
Lifting Lugs.
4 - Off Per Boiler.
Note. - To Be Angled In Fore And Aft Direction To Suit Angle Of Slings When Lifting Boiler.
1" Diam. Rivets 3⅜" Pitch (Machine) Flush Outside.
1⅛" Dia. Rivets (Machine) Finished
Riveted Over.
Mean Circ^E 671·024" = 176 Pitches @ 3·813"
Hand Riveted
Mean Circ^E = 661·01" = 136 Pitches @ 4·86"
Mean Circ^E 671·02" = 136 Pitches @ 4·934"
Machine Riveted.
Solid Steel Stays 2⅞" Dia^R Staved up at Ends to 3⅛" Dia^R in Hydraulic Press. & Screwed 8 Threads per Inch. Annealed all over After being Staved up.
Washers ¼" Thick.
22' - 0" Mean Length.
6' - 0"
2 - ¾" Plates
Stays 1⁹⁄₁₆" Dia^R Screwed 10 Thds per Inch (Netherton Iron)
2' - 8½"
7' - 10½" Between Tube Plates.
2 - ⅞" Rivets & Thimbles
724 Plain Tubes 2½" Ext. Dia. x 8 W. G. Thick.
80 Stay " 2½" " x ¼" " Marked A
92 " " 2½" " x ⁵⁄₁₆" " " B
168 " " 2½" " x ⅜" " " C
Total 1064 Tubes
Centre Firebox Plate
Wing Firebox Plate
17' - 8" Mean Dia^R.
Screwed 10 Threads per Inch (Netherton Iron) Both Ends.
Centre Firebox
Wing Firebox
Plate Flanged
Furnace Turned
Furnace Flange & Tube Plate Swaged to 7⅛" Round to Centre Line
Furnace 7'-8⅛" Overall
Template of Back End Flange to be Sent to Makers.
Morison Type Furnaces
Grate 5'-6" Long.
3'-9" Effective Diam.
Fireboxes to Rest on Angles But Not Fixed
¾" Bolts About 3" Pitch in Supports
¾" Screwed Pins About 4" Pitch in Boiler Shell
3"x3"x½" Angles
Steel Stays 2⁷⁄₁₆" Dia^R Staved up at Ends to 2¼" Dia^R in Hydraulic Press. & Screwed 8 Thds per Inch Annealed all over After Being Staved up.
7" x 3" x ½" Angles
¾" Bolts About 3" Pitch
¾" Screwed Pins About 4" Pitch in Boiler Shell
Fireboxes to Rest on Angles But not Fixed
7' - 8½"
4' - 2" Ext.L
Stays Marked ◎ 2¹⁄₁₆" Dia^R over Threads Screwed 10 Thr^DS per In. Thro' Both Plates And Nutted at Both Ends.
Inner Rows of Stays 1⅝" Dia^R over Threads (Netherton Iron) Screwed Thro' Both Plates 10 Thr^DS per In & Nutted Both Ends
Bounding Rows Marked ⊗ 1¹³⁄₁₆" Dia^R over Thr^DS (Netherton Iron) Screwed Thro' Both Plates 10 Thr^DS per In. and Nutted Both Ends
9¼"
7¾"
6½"

Shell Plates 1¹⁹⁄₃₂" thick Butt Straps 1⁷⁄₃₂" thick. Outside
Longitudinal Joint Plate = 84·52 % 1⁵⁄₁₆" " Inside.
Rivet = 86·2 % for Board of Trade
" 92·2 % " Lloyds
To Board of Trade & Lloyds' Requirements and
Tests for a Working Pressure of 195 lbs per □"
" " Test " 390 " " "
Steel throughout except Tubes which are of Iron
All Holes Drilled in Place after Bending
Tensile Strength of Shell Plates & Butt Straps
31 to 35 tons per sq inch.
Elongation to be not less than 20% in a length of 10"
All other Plates 26 to 30 tons per sq inch except
Girders which are 28 to 32 tons Tensile Strength
Plates Supplied by D. Colville & Sons Ltd Motherwell.
Firebox Screwed Stays of Netherton Iron having a Tensile Strength
of Not Less Than 21½ Tons with an Elongation of 20% in 10 Inches

Particulars	One Double End Boiler	21 Double Ended Boilers
Grate Surface	168·66□'	3541·8□'
Tube Heating Surface	5479·6□'	115,071·6□'
Furnace " "	405·6□'	8,517·6□'
Firebox " "	714·6□'	15,006·6□'
Total " "	6599·8□'	138,595·8□'
Area Thro' Tubes	25·117□'	527·457□'
Steam Space	1,231·7 cft	25865·7 cft

Heating Surface / Grate Area = 39·1 / 1

Grate Area / Area Thro' Tubes = 6·71 / 1

Steam Space / Grate Area = 7·3 / 1

Tube Surface / Grate Area = 32·48 / 1

John Brown & Company, Limited
Engineering Department
12 JAN. 1911
Clydebank

No. 409.

Main Boilers.

Scale 1" = 1 Foot.

21 - Off.

A.P.R.
17.1.11

17/1/11

~~32~~

J. Brown & Co 4.

No 409

Rudder. Stern Frame & Shaft Bracket

s/s "Aquitania"

GLASGOW REPORT No: 34050.

9 A

RETAIN

LR-FAF-TB18-P-17

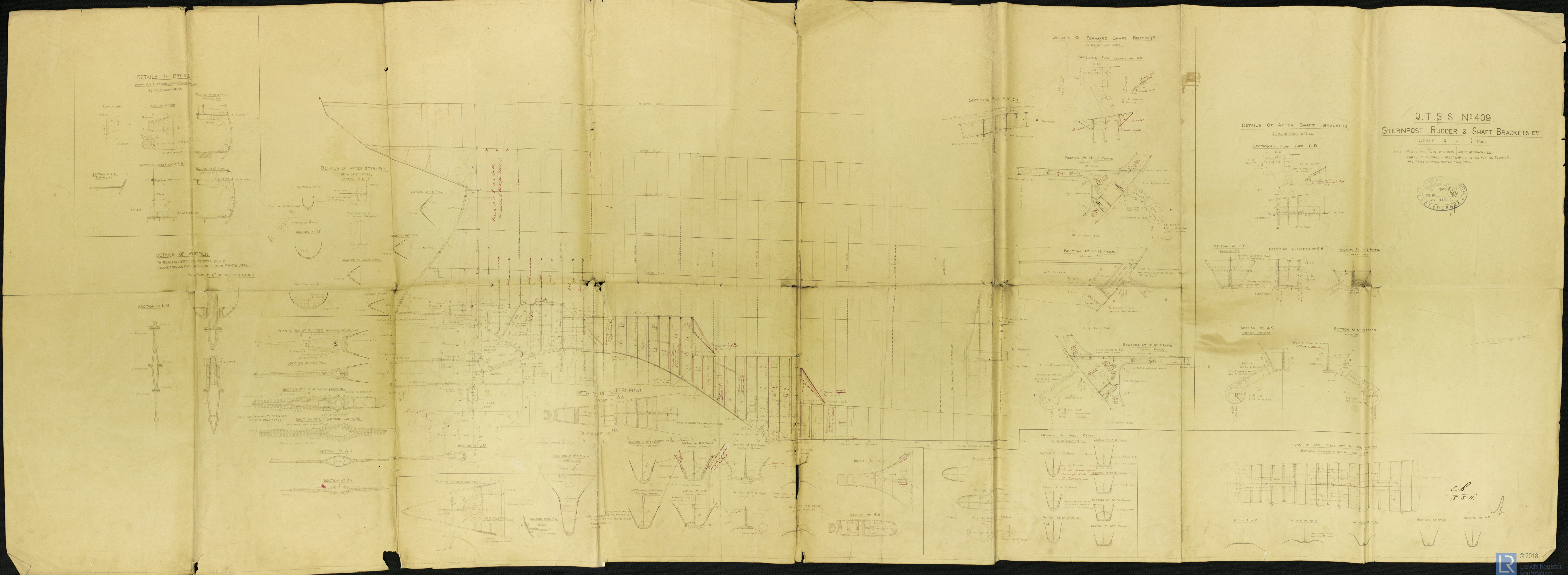
Q.T.S.S. Nº 409.

STERNPOST, RUDDER & SHAFT BRACKETS ETC.

SCALE 1/4" = 1 FOOT.

NOTE: PARTS ETCHED IN RED THUS ARE TO BE MACHINED.
PARTS OF CASTINGS IN WAY OF LAPS OF SHELL PLATING, FLOORS &c ARE TO BE CHIPPED REASONABLY FAIR.

JOHN BROWN & COMPANY LIMITED
SHIPBUILDING DEPARTMENT
No 19398
EXD BY
DATE 19 APR. 1911
CLYDEBANK


DETAILS OF BRIDGE
DRAWN FOR PORT SIDE, STARBD SIDE SIMILAR
TO BE OF CAST STEEL.
PLAN AT TOP
PLAN AT BOTTOM
SECTION AT Nº 0 FRAME LOOKING AFT
TRANSOM
ORLOP DECK
TOP OF STERNPOST
SECTIONAL ELEVATION AT A B
SECTION AT C D LOOKING AFT
SECTION AT Nº 1 FRAME LOOKING AFT
DETAILS OF RUDDER.
TO BE OF CAST STEEL EXCEPT UPPER PART OF RUDDER & RUDDER PINTLE WHICH ARE TO BE OF FORGED STEEL.
SECTION AT C^L OF RUDDER STOCK
SECTION AT L M
STOPPER
DETAILS OF AFTER STERNPOST
TO BE OF CAST STEEL.
SECTION AT D D
SECTION AT "A"
SKETCH OF RIVETING
SECTION AT "B"
SECTION AT E E LOOKING FORWARD
SECTION AT LOWER DECK
SECTION AT 40 FT W.L.
SECTION AT "C"
SECTION AT 25 FT W.L.
PLAN AT TOP OF RUDDER SHEWING COUPLING
SECTION AT 22 FT W.L.
SECTION AT A B SHEWING COUPLING
NOTE: ALL COUPLINGS TO BE FACED UP IN WAY OF BOLT HEADS.
SECTION AT E F SHEWING COUPLING
78 FITTED BOLTS 2¼" DIA
SECTION AT G H
SECTION AT J K
SECTION AT C D
PLAN AT TOP OF STERN POST
DETAILS OF STERNPOST.
SECTION AT A A
TO BE OF CAST STEEL.
FRAMES SPACED 26" APART
FRAMES SPACED 28" APART
SECTION AT Nº 2 FRAME LOOKING AFT
SECTION AT Nº 5 FRAME LOOKING FORWARD
Double frame angles
DETAILS OF FORWARD SHAFT BRACKETS.
TO BE OF CAST STEEL.
SECTIONAL PLAN LOOKING ON A B
LAP OF SHELL ON TO BRACKET
Bracket
Double angles
SECTIONAL PLAN THRO' C D.
B STRINGER
HALF DIAMOND PLATES
SECTION AT Nº 47 FRAME
SECTION AT Nº 46 FRAME
SECTION AT Nº 45 FRAME
DETAILS OF AFTER SHAFT BRACKETS
TO BE OF CAST STEEL.
SECTIONAL PLAN THRO' C.D.
C^L OF SHAFT
LAP OF SHELL ON TO CASTING
STERNPOST
1¼" TAP BOLTS
SECTION AT E.F LOOKING AFT
SECTIONAL ELEVATION AT G.H.
SECTION AT Nº 9 FRAME LOOKING AFT
SECTION AT J.K LOOKING FORWARD
SECTION AT Nº 10 FRAME LOOKING AFT
10' 0" ABOVE BASE
DETAILS OF HEEL CASTING
TO BE OF CAST STEEL.
SECTION AT Nº 25 FRAME
SECTION AT Nº 26 FRAME
SECTION AT Nº 27 FRAME
SECTION AT Nº 28 FRAME
SECTION AT Nº 29 FRAME
SECTION AT Nº 30 FRAME
SECTION AT Nº 31 FRAME
W.T. BULKHEAD
Double frame angles One angle to be joggled over casting
PLAN OF KEEL PLATE AFT OF HEEL CASTING
EXPANDED ATHWARTSHIP BUT NOT FORE & AFT
SECTION AT Nº 12
SECTION AT Nº 16
INNER AND OUTER KEEL PLTS ⅞" THICK
SECTION AT Nº 20
SECTION AT Nº 23
SECTION AT A B

C.B.
18.5.11.

LLOYD'S REGISTER OF SHIPPING.
RECEIVED
26 JAN. 1912
LONDON.

J. Brown & Co.

No. 409.

Bending Moment Diagram.

London Office Copy

Plan No. 42

RETAIN

RETAIN

© 2018
Lloyd's Register
Foundation

LR-FAF-T818-P-12

Q.S. S. Nº 409

STRESS DIAGRAM

VESSEL ON CREST OF WAVE AT END OF VOYAGE.

HEIGHT OF WAVE $\frac{L}{20}$ = 43·25 FT

SCALES :- LONGITUDINAL SCALE $\frac{1}{16}$ INCH = 1 FOOT
WEIGHT, BUOYANCY & LOAD $\frac{1}{8}$ " = 1 TON
SHEARING FORCE $\frac{1}{8}$ " = 100 TONS
BENDING MOMENTS $\frac{1}{8}$ " = 10000 FT TONS

MAXIMUM BENDING MOMENT 1512722 FT TONS

DISPLACEMENT 42340 TONS

FACTOR $\frac{L \times \Delta}{B.M} = \frac{865' \times 42340}{1,512,722} = 24·22$

JOHN BROWN & COMPANY, LIMITED
SHIPBUILDING DEPARTMENT
Nº 26899
EXD BY JP
DATE 25 JAN 1912
CLYDEBANK

Aquitania

Load Δ = 51730 @ 35'4".

$\frac{865 \times 51730}{1,512,722} = 29.59$

865 × 68

$\frac{51730}{\cancel{42340}} \times 35 = .615$ ~~.49~~

863 × 96.5 × ~~36~~ 35.33